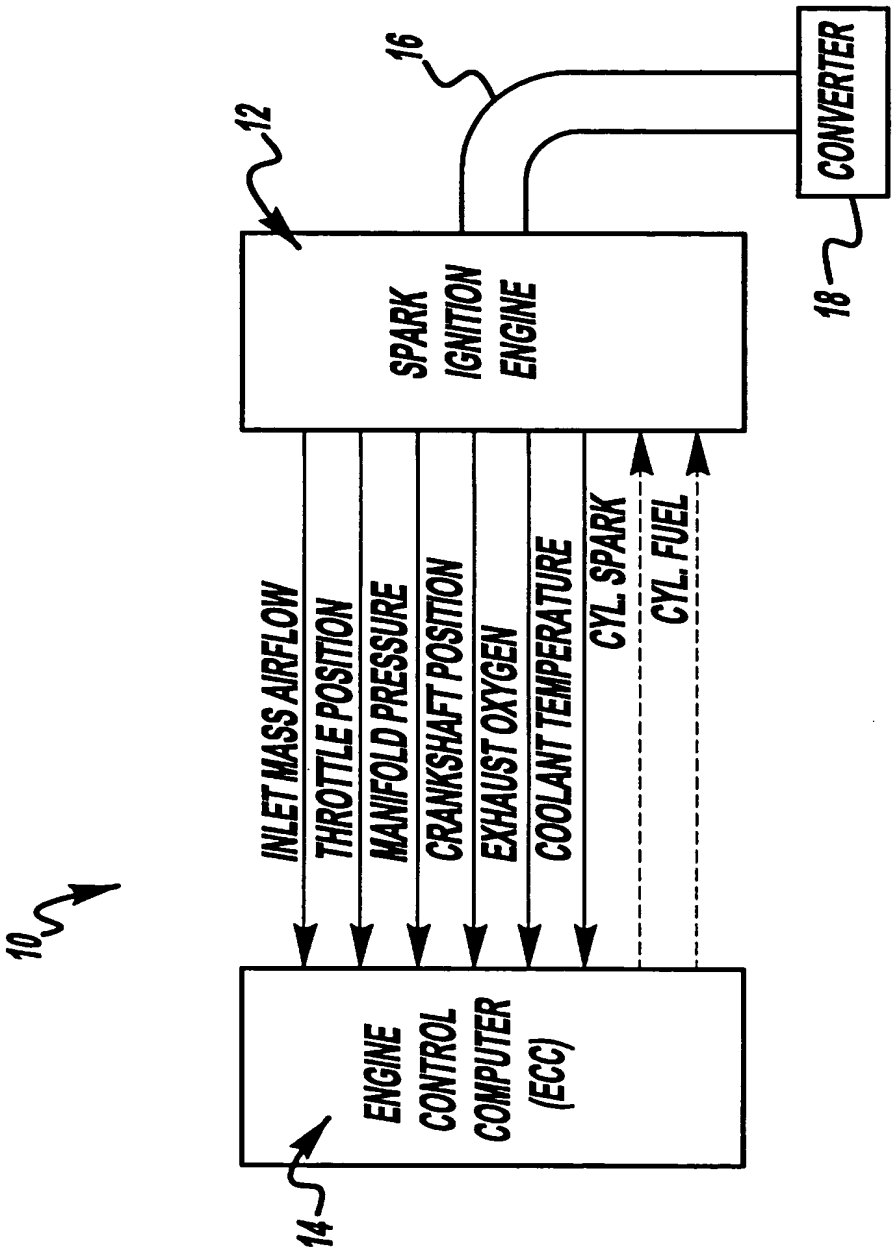
10
12
14
16
18
SPARK IGNITION ENGINE
ENGINE CONTROL COMPUTER (ECC)
CONVERTER
INLET MASS AIRFLOW
THROTTLE POSITION
MANIFOLD PRESSURE
CRANKSHAFT POSITION
EXHAUST OXYGEN
COOLANT TEMPERATURE
CYL SPARK
CYL FUEL

FIG - 1

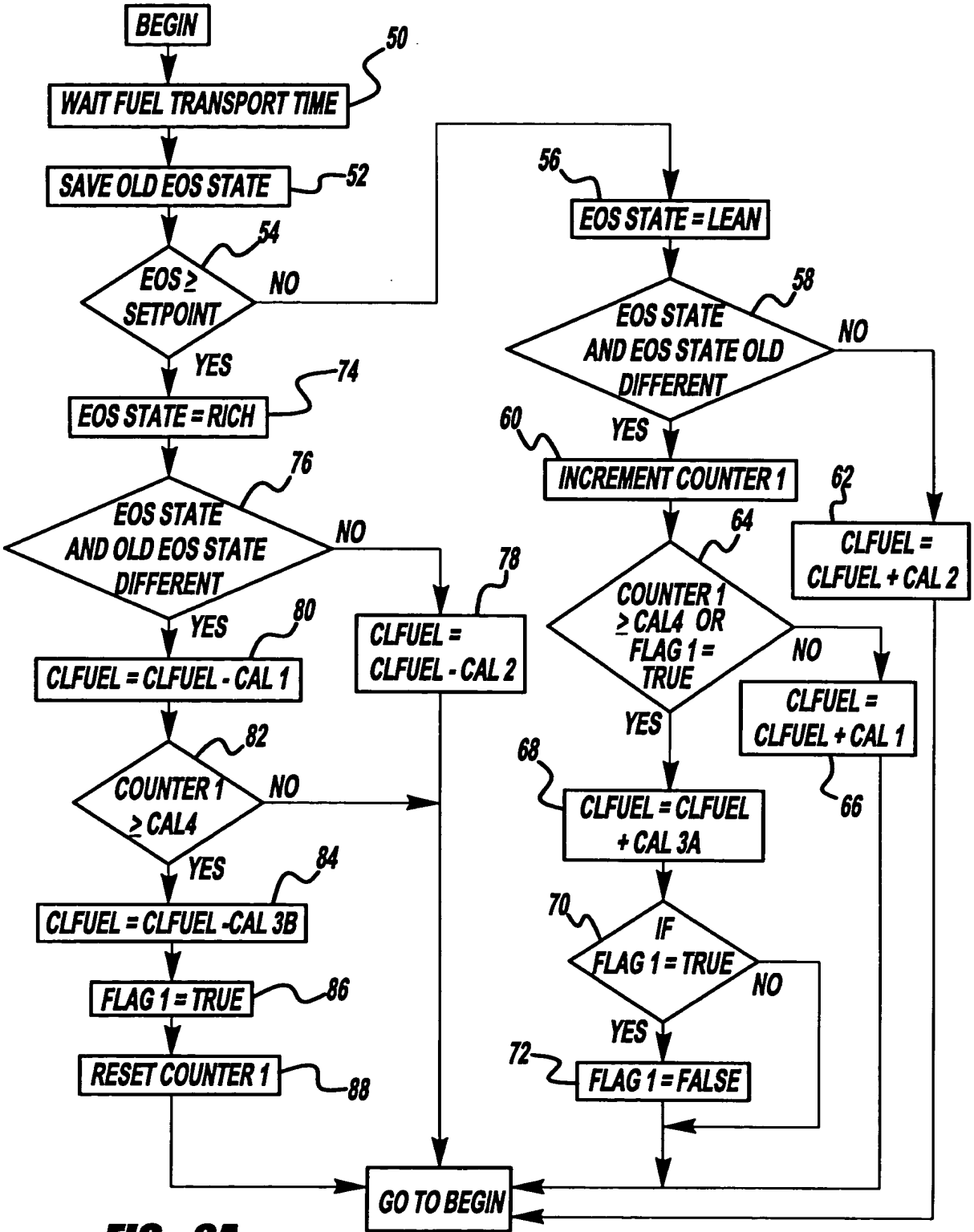
BEGIN
50
WAIT FUEL TRANSPORT TIME
52
SAVE OLD EOS STATE
54
EOS ≥ SETPOINT
NO
YES
74
EOS STATE = RICH
76
EOS STATE AND OLD EOS STATE DIFFERENT
NO
YES
80
CLFUEL = CLFUEL - CAL 1
82
COUNTER 1 ≥ CAL4
NO
YES
84
CLFUEL = CLFUEL -CAL 3B
FLAG 1 = TRUE
86
RESET COUNTER 1
88
78
CLFUEL = CLFUEL - CAL 2
56
EOS STATE = LEAN
58
EOS STATE AND EOS STATE OLD DIFFERENT
NO
YES
60
INCREMENT COUNTER 1
64
COUNTER 1 ≥ CAL4 OR FLAG 1 = TRUE
NO
YES
62
CLFUEL = CLFUEL + CAL 2
66
CLFUEL = CLFUEL + CAL 1
68
CLFUEL = CLFUEL + CAL 3A
70
IF FLAG 1 = TRUE
NO
YES
72
FLAG 1 = FALSE
GO TO BEGIN

FIG - 2A

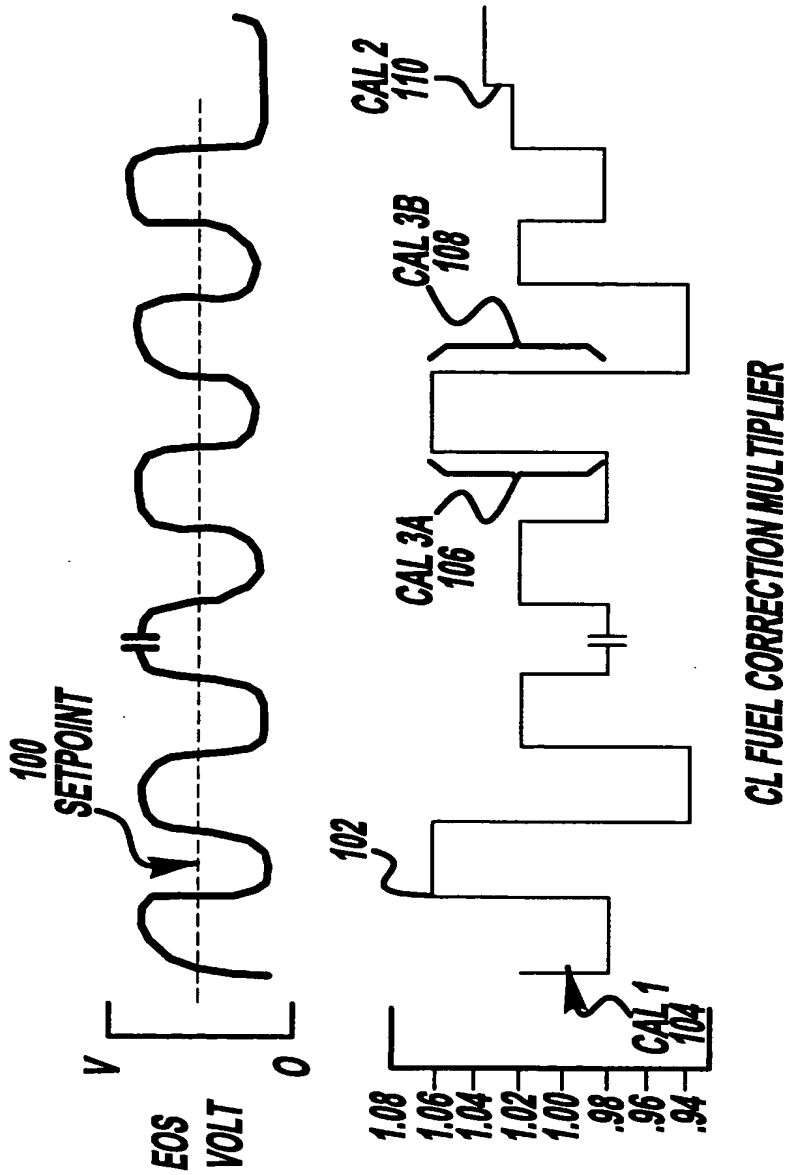
100
SETPOINT
EOS
VOLT
V
0
102
CAL 1
104
CAL 3A
106
CAL 3B
108
CAL 2
110
1.08
1.06
1.04
1.02
1.00
.98
.96
.94
CL FUEL CORRECTION MULTIPLIER

FIG - 2B

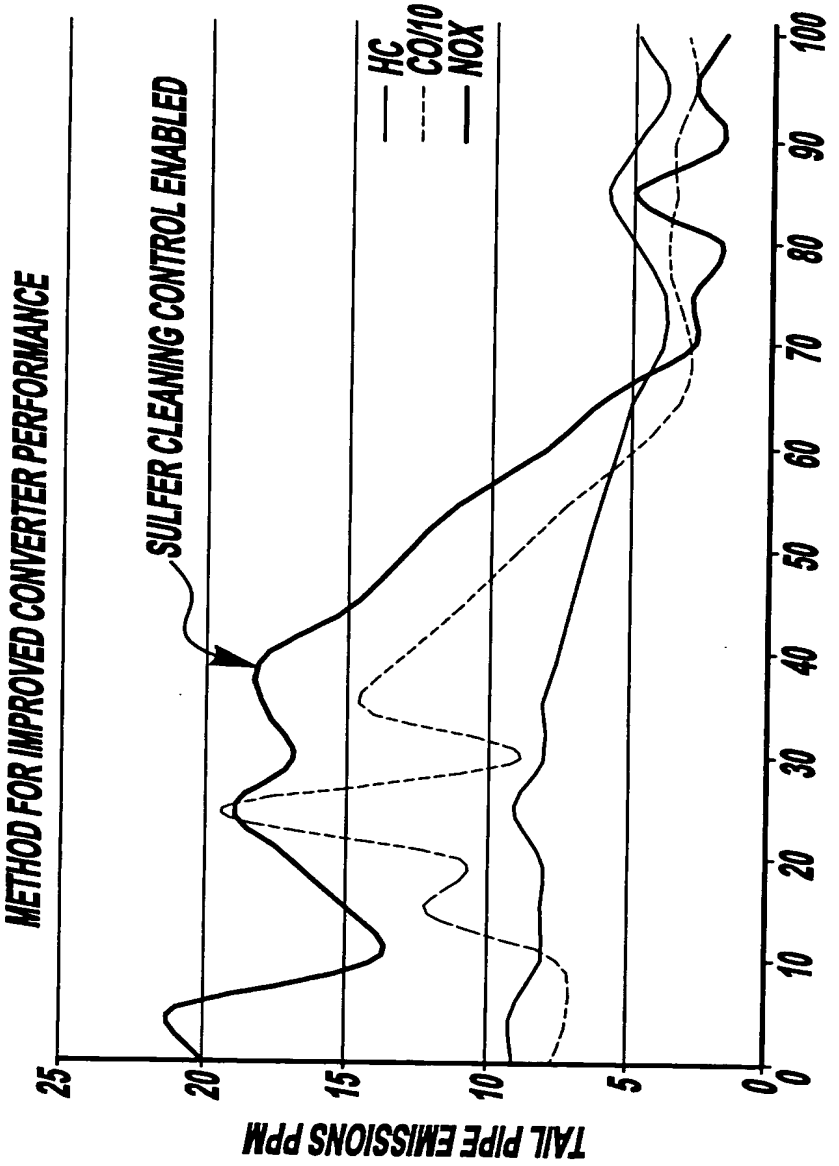
METHOD FOR IMPROVED CONVERTER PERFORMANCE
SULFER CLEANING CONTROL ENABLED
HC
CO/10
NOX
TAIL PIPE EMISSIONS PPM
TIME IN SEC
0
5
10
15
20
25
0
10
20
30
40
50
60
70
80
90
100

FIG - 3